

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1316. 日一十月八年五十二緒光

FRIDAY, SEPTEMBER 15, 1899.

五拜禮

號五十月九英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE-BANK, LIMITED.
ESTABLISHED 1858.

CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 3 per cent.

" 3 " 4 " 5 " 6 " 7 " 8 " 9 " 10 " 11 " 12 "

S. CHOH, Agent.

Hongkong, 1st August, 1899. [382]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3% per Annum Fixed Deposits for 3 months.
4% " " " 6 " "
5% " " " 12 " "

E. W. RUTTER, Acting Manager.

Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital 1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Laus, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP 800,000
RESERVE FUND 800,000
RESERVE FUND 500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 20th May, 1898. [51]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL 10,000,000
RESERVE FUND 11,000,000
RESERVE FUND 10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.

A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachs, Esq.
The Hon. J. K. Keewick, Esq. | E. Shellen, Esq.
A. McConachie, Esq. | R. Shevan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

Shanghai—J. P. WARD GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

THOMAS JACKSON, Chief Manager.

Hongkong, 19th August, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Deposits may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer to their credit balances of 500 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
THOMAS JACKSON, Chief Manager.

Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	Coromandel	F. W. Vibert, R.N.R.	to A.M., 16th Sept.	Freight or Passage.
LONDON, &c.	Bengal	S. Barcham	Noon, 16th Sept.	Freight or Passage.
JAPAN	Rosetta	C. C. Talbot, R.N.R.	4 P.M., 16th Sept.	Freight or Passage.
JAPAN	Candia	W. H. Haughton, R.N.R.	About 18th Sept.	Freight only.
LONDON	Canton	C. F. Lockstone, R.N.R.	About 21st Sept.	Freight or Passage.
LONDON	Candia	W. H. Haughton, R.N.R.	About 21st Oct.	Freight only.

* (Passing through the Inland Sea.) † (See Special Advertisement).

‡ Via MARSEILLES.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 15th September, 1899. [5]

HONGKONG HOTEL.

BOARD

AND
RESIDENCE

On Monthly Terms from 1st May, 1899.



"CANADIAN CLUB." RYE WHISKY.

Distilled and bottled by:

HIRAM, WALKER & SONS, Limited.

Age and Genuineness Guaranteed by the Excise Department of the CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
SOLE AGENTS.

15, Queen's Road,
Hongkong, 5th September, 1899. [15]

CLUB WHISKY IS THE BEST.

\$12.00 ... PER DOZEN.

H. PRICE & Co.,
15, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36]

NEW FIRE GRATES. NEW SEWING MACHINES.

HAND and TREADLE.

THE BEST AND CHEAPEST ON THE MARKET.
THE MOST POPULAR IN THE ORIENT.

W. POWELL & Co.,

Immed. Opposite P.O., 1st floor.

Intimation.

PORTSMOUTH, August, 1899.

At the Banquet given by the town to the
British Medical Association,
WIKLINSON'S GOLD MEDAL
LIQUEUR WHISKY
was specially asked for and supplied.

\$7.50 per dozen.

WATKINS, LIMITED,
(SOLE CONSIGNEES.)

[14]

Insurances.

IN
1897
THE

NEW-YORK LIFE INSURANCE Co.

(In 313 working days of eight hours each.)

PAID TO ITS POLICY-HOLDERS.

\$2.15

EVERY SECOND

\$128.19

EVERY MINUTE

\$7,751.38

EVERY HOUR

\$62,011.04

EVERY DAY

\$373,258.76

EVERY WEEK

\$1,617,454.63

EVERY MONTH

G. \$19,409,455.61

From January 1st to December 31st.

Head Office for the EAST, SHANGHAI.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.
ARNHOLD, KARBURG & CO. and BIRLEY DALRYMPLE & CO.,
Agents, Hongkong.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

"BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS. of all kinds.

"HYDRAULIC AND SELF LUBRICATING PUMP PACKINGS. of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT—THOS. SKINNER

DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street,
Hongkong, 4th January, 1899. [28]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPURIE, DYSENTRY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers),

5, Old China Street,
Shanghai.

15th October, 1898. [249]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION, on TUESDAY, the 19th instant, at 5.15 P.M.

JAMES A. LUSON,
Hon. Secretary.

Hongkong, 1st September, 1899. [1162]

WANTED.

A SMART PORTUGUESE YOUTH about 20, MUST be Quick at Figures.

Apply by Letter, stating Salary required to

"A.H."

c/o This Office.

Hongkong, 7th September, 1899. [1140]

"An Honest Tale Speeds Best."
Shakespeare.

IF EVERY AGENT

told an absolutely "honest tale," this is about what he would say to an intending Assurer:

"You can only rely on the guaranteed amounts. Dividends are guaranteed also, but not their Amounts. No Company, mine, or any other can promise, in advance, the amount of future dividends. You can rely on any of the good Companies paying you a reasonable share of the profits earned. You must decide for yourself which Company will make the BEST returns. SURPLUS, and SURPLUS EARNINGS, should be your guide."

That would be an absolutely honest tale, and would certainly speed best for the

EQUITABLE

SURPLUS £11,839,885 Sterling.

Do you know what the Guaranteed Cash value Policy is? If not, in your own interest, inquire.

Hongkong Office—9, Praya.

F. KIENE,
Acting Manager, Hongkong.

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, TO-MORROW, the 16th day of September, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 26th day of August will be submitted for confirmation as a SPECIAL RESOLUTION.

RESOLUTION.
1. That the Capital of the Company be increased to the sum of \$600,000 by the issue of 30,000 New Shares of \$10 each, which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to calls, transfer, transmission, lien, surrender, voting power and otherwise and that the Directors be authorized to issue such New Shares at par.
2. That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th September, 1899. [1099a]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the REGISTER OF SHARES of the Company, will be CLOSED on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1899. The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 30th instant, both days inclusive.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th August, 1899. [1100a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1899. The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 30th instant, both days inclusive.

DOUGLAS LAIRRAK & CO.,
General Managers.

Hongkong, 11th September, 1899. [1175a]

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.
SHORT RANGE CUP & SPOONS.
TO-MORROW (SATURDAY), the 16th instant, at 3 P.M.
Rangefield, 200 and 300 yards.
MOBBY'S NORTH COLE.
Hon. Sec.
Hongkong, 15th September, 1899.

TREASURY BILLS.

TENDERS FOR SPECIE-MEXICAN DOLLARS. Current in this Colony, and weighing 7.75, in exchange for Sterling Bills, drawn at 10 days sight on the London Commission of the Treasury, London. The tenders will be received by the Officer in charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 18th instant.
The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bill will be issued for sums less than £100.
The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in charge of H.M. Treasury Chest, and endorsed "Tenders for Treasury Bills."
The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES,
Colonial
T. C. Officer, China.
Her Majesty's Treasury Office,
Fleischer Street, Queen's Road.
Hongkong, 14th September, 1899.

JUBILEE LODGE

OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 18th instant, at 8 for 8.30 P.M., precisely. Visiting Brethren M.M. are cordially invited to attend.

A paper will be read on Freemasonry.
Hongkong, 15th September, 1899.

CUSTOMS NOTIFICATION.

NOTICE is here given that TUESDAY, the 19th instant, (15th day of 8th moon) being the CHINESE MID-AUTUMN FESTIVAL, will be observed as a Holiday at the Kowloon Customs Office, Opium Examination Office, and Stations.
All Examination of Cargo and Clearance of Junks will be suspended on that date.
E. V. BRENNAN,
Acting Commissioner of Customs.
Custom House,
Kowloon, 15th September, 1899.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.
THE P. & O. S. N. Co.'s Steamship

"COROMANDEL."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:
From London, ex S.S. *Reine*.
From Australia, ex S.S. *Orizaba*.
From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co.'s Steamers.
Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.
Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 15th September, 1899.

Intimation.

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

- B.—VINTAGE, superior quality, Red Capsule.....\$14.40
C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule.....16.20
D.—VERY FINE OLD VINTAGE, extra superior, Violet Capsule (Old Bottled) 20.40

SHERRIES.

- B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule.....\$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule.....12.00
CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule.....12.00
D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule.....14.40
E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled).....20.40

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

BIRTHS.
At Chancery House, Singapore, on the 6th instant, the wife of MAX PUTTFARCKEN, of a daughter.
At "Ashton Lodge," Singapore, on the 6th inst., the wife of E. T. ARNOLD, of a daughter. (Premature).
DEATHS.
At Woodside, Singapore, on 7th inst., PHILIP ROBERT, the infant son of F. E. Jago.
At Singapore, on the 4th instant, Dr. JOAN ADRIAN DE VICO, 18 Neth. M.S. Consul-General in the Straits Settlements.

NOTICES TO CORRESPONDENTS.

[It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to "The Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.]

The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 15, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, September 13th.
Mr. Chamberlain's last despatch delivered at Pretoria on the 11th, says that the Government is unable to consider any proposal dependent on the acceptance of the Transvaal's claim to the Status of a Sovereign international State. Great Britain is prepared to accept offers of a five years franchise, increased representation of the Rand, and equal shares in the election of a President and Commandant General, provided such offers are not encumbered with nullifying conditions. The Government assumes that the new members of the Volksraad will use their own language and declares that the immediate acceptance of these terms will probably render further intervention for the redress of the Transvaal's grievances unnecessary.

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:
On the 15th at 12.15 P.M. the barometer is falling slowly on the China coast and over the Philippines. Pressure seems to be low in the Pacific to the E. of Luzon, but is still high on the China coast. Gradients slight to moderate for N.E. winds on the coast and in the N. part of the China Sea. FORECAST: Moderate or fresh N.E. winds; cloudy, some rain.
Telegraphic communication between the Observatory and Hongkong is interrupted.

LOCAL AND GENERAL.

MANILA PAPER TO HAND STATE.

Manila papers to hand state that Corporal Danholfer and Private Conine, of the American Army, have been sentenced to death for robbery and embezzlement.

MESSRS. LINDSEY & DAVIS INFORM US THAT THEY HAVE RECEIVED A LETTER TO THE EFFECT THAT MR. GRANVILLE SHARP DIED SUDDENLY AT NORWICH, ON 14th AUGUST, AT THE HOUSE OF ONE OF HIS RELATIONS NAMED SUTTON.

THE BOND OF THE HONGKONG REGIMENT WILL PLAY AT THE HONGKONG HOTEL TO-MORROW (SATURDAY), EVENING FROM 8 P.M. TO 9 P.M.

THE PHILIPPINE IMMIGRATION REGULATIONS, SAYS THE S. F. PRESS, IMPOSE A TAX OF \$1 ON EVERY PASSENGER, EXCEPT CITIZENS OF THE UNITED STATES OR NATIVES OF THE ISLANDS. MASTERS OF VESSELS HAVE TO MAKE A DECLARATION GIVING SUCH PARTICULARS AS LAST RESIDENCE, DESTINATION, WHETHER IN POSSESSION OF MONEY, WHETHER EVER IN PRISON, OR ALIEN, OR SUPPORTED BY CHARITY; WHETHER A POLYGLOT (SUGGEST MARK TWAIN'S ADDITIONAL: IT SO HOW MANY?) &c.

IT APPEARS THAT THE DEPARTURE OF STEAMSHIP THERIA WAS RATHER UNEXPECTED SOME FEW, PERHAPS ABOUT A DOZEN, OF THE MEN WHO HAD BEEN TO SHORE WERE LEFT BEHIND. WHEN THEY HEARD THAT THE LEAST WAS SAILING THEY CHARTERED A STEAM LAUNCH AND OFFERED THE MASTER \$50 GOLD TO CATCH UP WITH THE STEAMER, BUT THEIR EFFORTS PROVED FUTILE. STRICT ORDERS HAD BEEN GIVEN BY THE AUTHORITIES FOR NO MEN TO GO ASHORE AS THE TIME OF THEIR DEPARTURE HAD NOT BEEN DEFINITELY DECIDED.

THE HON. TREASURER OF THE ALICE MEMORIAL AND NETHERSOL HOSPITALS, BEGS TO ACKNOWLEDGE WITH THANKS THE FOLLOWING DONATIONS TO THE FUNDS OF THE HOSPITALS:—

Chun Bo Tung	\$10
Leung Ngan Pau	10
Douglas Ragrak Comptadore	10
Fung Shu Tong	10
Ho Yu Tin	5
Yeung Hing	5
Wang Hing	5
Wai Wo	5
See Wai	5
Yee Wo	5
Yee On	5
Leung Kan Shi Tong	5
Tong Yon Hang Tong	5
Tong Lai Tsun	5
Sums under \$5	12

CASES REPORTED TO 14th INSTANT

Do. do. during past 24 hours	1,440
Total	1,440

DEATHS REPORTED TO 14th INSTANT

Do. do. during past 24 hours	1,389
Total	1,389

THE PLAGUE.

Immediately after the annual meeting an extraordinary meeting was held for the purpose of altering Rule 3 which requires the question of the committee to be presented to a general meeting. Mr. Looker proposed that the rule should be altered so that only members were required. Mr. Mailland seconded. Mr. Looker announced that six side competitions would start early next week. After a hearty vote of thanks had been accorded to the Chairman the proceedings terminated.

THE HONGKONG FOOTBALL CLUB.

Last night the annual general meeting of the members of the Hongkong Football Club was held at the Cricket Pavilion. The Hon. J. Stewart, L.C.M.G., the President of the Club, taking the chair. The following gentlemen were present: Dr. J. M. Atkinson, Messrs. E. D. Saunders, C. T. Kew, J. P. Noble, H. V. Looker, A. B. Lowe, H. Pinckney, A. J. Ward and F. Brown (Hon. Secretary).

The secretary read the notice convening the meeting. The Chairman in proposing the adoption of the report and statement of accounts said they were very satisfactory. The Rugby team had played 23 matches of which they had won 15, lost 6 and 2 were drawn. Besides he had to congratulate the members on winning the Challenge Shield which he hoped they would be able to retain in the forthcoming season. Mr. Brown, the ubiquitous secretary, had told him that there were some very good new teams that were entering for the shield this year so that he expected the competition would be a hot one. He therefore advised the members to be up and doing, getting into the form shown last year. Referring to the Rugby game he said it was the pleasantest to look at as it caused the more fun and he hoped that the captain would be able to get together a strong team. He was sure that Mr. Castle, the late captain of the rugby team was most enthusiastic and had done his best in the interests of the game. As regards membership they were well to the front and the club was in a very satisfactory condition with these remarks the secretary proposed the adoption of the report and statement of accounts. Mr. Pinckney seconded and it was carried unanimously.

Mr. Pinckney proposed and Mr. Leighton seconded that the Hon. J. Stewart, L.C.M.G., be re-elected President of the club. Carried.

The Hon. J. H. Stewart, L.C.M.G., in returning thanks for the honour conferred upon him said that with the services of their honorary secretary the position was almost a sinecure. He hoped that they would be able to retain the shield in the forthcoming competition.

The Chairman proposed the re-election of Mr. Castle as Captain of the Rugby team. Mr. Mailland seconded. Carried.

Mr. Pinckney proposed the re-election of Mr. Looker as Captain of the Association team, and in doing so made some complimentary remarks as regards the services rendered to the club during the previous year by Mr. Looker. Mr. Mailland seconded. Carried.

Mr. Looker, in accepting the position, referred to the flattering remarks made concerning him and said he was very pleased to accept the captaincy but that he thought as he had been captain for three years, a new man would be better, as new brooms sweep clean, though increasing years and injuries sustained on the field he was not so limber as he used to be and might have to withdraw at any time. But if the members wished for his services he was pleased to put them at their disposal.

The Chairman, in proposing Mr. Noble as Hon. Treasurer, said that it was a very difficult and onerous position. Mr. Noble had during the past year collected the club's money speedily and had also paid it out rapidly. He did not think they could have a better treasurer. Mr. Looker seconded. Carried.

The Chairman proposed, and it was seconded by two members present, that Mr. Brown be re-elected as Hon. Secretary. The Chairman said, that taking the fact that two members were so eager to second the re-election of their worthy secretary they might take his election with acclamation. Mr. Brown thanked the members and said he accepted the duties of Secretary with pleasure.

The following gentlemen were elected to act on the Committee: Messrs. Pinckney, Lowe, Atkinson, Kew, Murrell and Howard.

Mr. Looker, in suggesting the formation of a second team, said he had always had difficulty in getting games for the members who were not playing in the shield team, especially towards the end of the season, when his duties as Captain of the Shield team were too onerous to allow of his looking after the interests of the other members. He would, therefore, suggest the formation of a second team with an independent captain, who would arrange their own matches and have every facility as regards the Club's ground etc. Of course the Captain of the cup team would have the first call on the players in the second team.

Mr. Mailland proposed and Mr. H. W. Slade seconded that a Captain be elected for the second team and after a little discussion it was decided that it should be left to the committee to decide whether this Captain should be a member or associated with the committee.

Mr. Saunders said he had been asked by Mr. Castle to bring before their notice the grave difficulties that had been placed in the way of the Rugby team and he would ask for a special day through out the season be allotted to the Rugby players and every facility given to them.

The Chairman said that he hoped that the Rugby team would receive every consideration. Both the Association and Rugby members were so sportsmanlike and far-sighted, he was sure that he did not think they were jealous of the other, when the Rugby men showed themselves in earnest by attending their regular committee meetings he had no doubt they would receive the full consideration they were entitled to. Mr. Castle had been elected on the committee and could count on their support.

Mr. Looker in speaking of the second team said that neither the Captain nor any of the members would be precluded from playing in the first team. He was trying to arrange inter-team matches and had communicated with the Colonies and had suggested that they should be played next Chinese New Year, so he hoped members would make arrangements for taking part in these games. During previous years they had been honoured by the presence of many ladies among the spectators of their matches, at present they had seats around the ground and their friends and ladies had occasionally to listen to conversation not of the highest degree, he would like to propose that a match, that would be permanent for the season and not very expensive should be erected on one side of the ground, if need be a small fee might be charged or a subscription started to defray expenses. He would willingly head the list with a \$10 note.

The Chairman said Mr. Looker had so generously undertaken the greater part of the expense, he thought all that was necessary was to pass a motion empowering the Hon. Secretary to apply to the Government for permission to have the match erected. This was accordingly done.

SANITARY BOARD.

At yesterday's meeting of the Sanitary Board, on the motion of the Vice-President, seconded by the President, it was resolved to ask the Medical Officer to take the necessary steps before the Magistrate, as suggested in the minutes, on the insanitary condition of the dwellings in Circular Pathway.

THE DRY EARTH SYSTEM.

The Hon. R. D. Ormsby proposed:—"That in future the dry earth system be introduced into all the Government latrines, and also, if possible, in the privately owned latrines open for public use." He said that the system he recommended for adoption was sanctioned by most ancient nations, being in accordance with divinely-inspired commands for preserving the health of the Israelites in their camps. Having shown in what respects the dry earth system was superior to the Chinese system, Mr. Ormsby said he spoke from experience in another colony where the dry earth system was in almost universal use, and where even in such large and crowded buildings as the Grand Oriental Hotel at Colombo no bad smells were at any time perceptible. In Hongkong they had an equally good example of how efficiently this system could be worked. He referred to the Victoria Gaol. He had frequently gone through this building, containing over 500 persons, and found it to be as free from evil smells as the best kept European houses. He must also refer to the public latrines in Canton. While visiting that city this year he entered some of these buildings and noted that they were very much less offensive than those in Hongkong, evidently owing to the liberal use of what looked to him like sawdust. Dr. Clark in his report on the sanitary condition of Hongkong did not say much about the dry earth system, and seemed chiefly to have been influenced by the difficulty of obtaining proper earth and the largely increased bulk of material to be removed daily. In paragraph 244 he said: "No town of any size has been able to introduce the dry earth system completely. It seems most applicable to public latrines where a person can be constantly employed to apply the earth." That was exactly what was done in Colombo. The scavenging contractor was obliged to keep the supply of dry earth in the place reserved for the purpose in each latrine, and the coals in charge of a latrine kept a quantity of it in a bucket after it had been used. The unsavoury nature of the contents of the public latrines in Hongkong was abundantly proved by Dr. Lawson's figures of the mortality among the keepers: 1894, eleven men out of 17, or over 60 per cent, having died of plague. This awful mortality was decreased in subsequent years by the use of disinfectants and more regular cleanings. It would be interesting to know if any men in the Gaol, where earth was used, employed in cleaning and attending to the latrines died. The Vice-President: There has been no case of plague among the men who clean the latrines. He was not prepared to go further into the subject, but would recommend that the matter be taken into consideration, and perhaps the Medical Officer of Health would undertake to report to the Board how the system could be introduced into Hongkong.

Mr. Ormsby seconded. He thought there would be great difficulties in the way of introducing this dry earth system, but Mr. Ormsby had given them very good reasons why they should try to introduce it, and he certainly thought they ought to try. They might begin in a small way. They might take one latrine for a few months and introduce the system gradually. They would of course meet with the opposition of the contractor and the Chinese generally, and throw more work on the Chinese inspectors. In fact the experiment would be fraught with difficulties on every side, but still he thought it was one of those experiments they ought to try with a view to ridding the colony of plague, and if they failed no harm would be done.

Dr. Clark thought the resolution betrayed too much haste. If they were to abide by the resolution they practically put the scheme into force at once, whereas, as members knew, they had made a contract which did not expire until February, 1901. Possibly that contract might be cancelled, but he should like to move as an amendment that this matter be referred for further consideration to a sub-committee of the board, and then the whole matter could be gone into carefully. It was a very large question indeed. They had to consider many points, one being as to whether it was possible to get dry earth during the wet season.

The President seconded the amendment. He thought the dry earth system was more applicable to cottages and village communities than to a large town like this. There were great difficulties in the way. They would have to have a larger staff to see that the work was efficiently carried out, and then, as Dr. Clark had pointed out, during six months of the year they had their rainy season, and it would be almost impossible to get dry earth without some artificial means of drying it. There was also the monetary consideration. At present they got \$300,000 a year from the contractor, who also paid the expenses incurred in collection. As the suggestion that if they adopted this system they would rid the colony of plague, he thought that that was going too far. Although earth was a deodorant he did not think they could say it was a disinfectant. He thought the whole matter required careful consideration.

The Hon. R. D. Ormsby said he would like to add that they would not be trying a new experiment exactly, because the system he advocated had been in use in the Gaol for upwards of 500 persons for a considerable time. He might also add that it was intended to substitute dry earth closets for water closets in the barracks, and it was proposed to do the same in the Naval Yard. He did not expect they would have any difficulty in getting dry earth. He thought the quantity required had been very largely exaggerated in some reports. If they had a receptacle in each latrine which could be filled on dry days, there should be no reason why there should be mud instead of dry earth. In Colombo there was the same rainfall as at Hongkong, and yet there was never any difficulty there in obtaining dry earth.

The Vice-President thought the system proposed was a desirable one, but they must move a definite scheme to put before the Government. If it were carried out it would undoubtedly cost money, and there were various details that had to be worked out. Therefore he should vote for the amendment. The amendment was carried, all voting for it.

THE NEW TERRITORY.

The next item on the agenda was—"The question of extending certain of the Sanitary Laws of the Colony to a portion of the New Territory." The President thought all the Sanitary Laws at present in force in the Colony should be made applicable to the portion of the New Territory in question. It was not necessary that they should be enforced. He also thought they should include the Building Ordinance and the Slaughterhouse Ordinance.

The Hon. R. D. Ormsby said he had always considered that a nominal law was a great mistake and might be a source of oppression. As to the Building Ordinance, it was a very

elaborate one for a city, and to make it apply to a village in the New Territory would be absurd.

The Vice-President said the particular portion of the New Territory referred to was the littoral from Lyceum to Lychau, which was eliminated from the Local Communities Ordinance. It was not likely that as far as the Building Ordinance was concerned the application of that law to the New Territory would involve any great hardship. New houses and new buildings which would be erected would be for the accommodation of artisans, coolies, and labourers. In fact there was no doubt that in the course of years places like Kowloon City and Tsat Tsui Po would grow into large villages like Yau Ma Tei and Hung Hom. Therefore, he thought it was most important that all the Sanitary Laws and all the Building Laws and every other law which applied in this Colony should apply to the places in question. If they were going to have one set of laws in Hongkong, another set for this particular portion of the New Territory, and another set for such a middle part that no one would know where they were. There were various other laws which might be applied to these places, the Licensing Laws, for instance. It was very desirable at certain times to license chairs, but they could not do it, because the laws did not apply. He begged to move that they ask the Government to apply the whole of the laws of Hongkong as they stand to that portion of the New Territory which has not been included in the districts and sub-districts into which the New Territory has been divided under the Local Communities Ordinance.

Dr. Clark, in seconding, said he quite agreed with the Vice-President that it was essential for the preservation of the health of the city that the littoral on the opposite side of the narrow strip of water should be kept as sanitary as the laws of the Colony would allow. They all knew that one of the great curses of this city from a sanitary point of view was the neglect from the earliest ages to make certain necessary provisions in connection with houses. One great drawback was the height of buildings—where people built a four-storey house in a ten yard street and it could not be interfered with because it has been built a certain length of time. The same thing might happen over and over again, and he thought it was their duty to prepare against any such contingency by applying not only all existing laws but all future laws to the littoral opposite. He failed to see any difficulty whatever in applying the Building Ordinance to the territory on the opposite side of the harbour. It already applied to such villages as Shaukiwan, and as the Director of Public Works knew they had quite recently laid stone houses built there in accordance with the Ordinance.

The Hon. R. D. Ormsby said that if the proposal was merely that the Sanitary Laws of the Colony should apply to the other side he should not be prepared to oppose it, although he thought it was rather sudden and required a little more consideration. As regards the Building Ordinance, he was not certainly of opinion it would be a great mistake to apply this elaborate city Ordinance, which was not applicable he said to their own purpose in Hongkong, to the New Territory. He could find hundreds of houses in Hongkong and in the outlying villages where the Ordinance did not apply. This was a matter they ought not to be in a hurry about. If a man was going to put up a large factory or building of that sort he would have to purchase the land from the Crown, in which case he might be asked to send in his plans, and the plans could be considered. This would prevent insanitary blocks of buildings being put up.

Mr. Ormsby spoke in favour of the motion. He said that no one would be bold enough to try to enforce these Building Regulations in every little hamlet on the other side, so that no harm would be done but a great deal of good by their being in a position if occasion arose to prevent the erection of insanitary buildings which might spring up.

The Vice-President endorsed what Mr. Ormsby had said and advanced further arguments in favour of his proposition. (On the matter being put to the vote the motion was carried.)

AN APPLICATION GRANTED.

The application from the R. A. Officers' Mess was referred to the Surveyor.

MORTALITY RETURNS.

The mortality statistics for the Colony of Hongkong for the week ended September 22nd showed a death rate of 19.7, against 22.4 for the previous week and 19.1 for the corresponding week last year.

The mortality returns for Macao for the week ended August 27th showed 37 deaths.

MURDER AT HUNG HOM.

PRISONERS AT THE POLICE COURT.

This afternoon two Chinamen, who were implicated in the strike of carpenters at the Kowloon Docks, named Pung Pun and Li Ki, were charged "that they feloniously, willingly, and of malice aforethought did kill and murder one Pun Fuk at Hung Hom in this Colony on the 22nd day of August."

Mr. Bowley, Crown solicitor, appeared for the prosecution and said that he wished the charge of stabbing to be altered to one of murder as Pun Fuk had since died. All he wished to do today was to call evidence of death and would ask for a remand.

Wong Ping Kam P.C. 302 said that he had seen the dead body of the deceased at the mortuary. His Worship adjourned the further hearing until next Thursday.

AT THE MAGISTRACY.

Arthur Richard, a private in the Royal Welsh Fusiliers, was sentenced to one month's imprisonment with hard labour for behaving in a disorderly manner and for assaulting one Chung Min. It appeared from the evidence that Richard, together with another private of the same regiment, was walking down Queen's Road East, the complainant was walking along the pavement, when Richard, without any warning, struck her in the mouth and made it bleed. P. C. Leycock gave evidence of arrest and having seen complainant with her mouth bleeding.

Wong Shek, a domestic servant was sentenced to one month for leaving his employment without giving due notice. Defendant said he had gone to his young brother's marriage and intended to come back.

IP CHAN AND LEUNG SAI, BOATMEN ON A THIRD CLASS CARGO JUNK, WERE SENTENCED TO THREE MONTHS AND ONE MONTH RESPECTIVELY FOR CARRYING ARMS WITHOUT A LICENCE, TO WIT 118 MAUSER RIFLES, 2 PISTOLS AND TO REVOLVERS. INSPECTOR HANSON GAVE EVIDENCE OF HAVING FOUND THE ARMS ON BOARD. HIS WORSHIP IMPOSED A \$100 FINE OR 3 MONTHS AND \$25 OR 1 MONTH. BOTH PRISONERS SELECTED THE IMPRISONMENT.

Li Kam Hi, launchmaster, was fined \$3, with the option of three months imprisonment, for carrying 84 passengers beyond the prescribed number. The fine was paid.

COLLAPSE OF ROOFS.

An enquiry into the circumstances attending the death of three Chinamen by the collapse of a roof in Graham St. was gone into this afternoon.

Sergeant McHardy gave evidence that he had been told by a Chinaman that the roof of 55 Graham St. had collapsed and he immediately proceeded to the spot and found the building had fallen right in. There were bamboos round the building which prevented the bricks, etc. from coming into the street. He made enquiries as to whether anyone was injured. A second collapse occurred 15 minutes after his arrival, he then heard cries coming from the ground floor, of "Save life," in Chinese. A part of the "rickety" on the second floor was still standing when the first arrived, the cockloft, and second floor fell down in the second collapse. When he heard "Save life," he, with Sergeants McDonald and Morrison moved away the debris as quickly as possible, but were hindered by the rain, which was coming down in torrents. After 20 minutes search they found a Chinaman, still alive, on the ground floor, but he was too severely injured to tell his name. This was the only man witness saw taken out. He was about 200 yards away when the roof collapsed. There had been very heavy rains the same day.

Proceeding.

A MESSENGER-BOY RACE.

The London Evening News has arranged a messenger-boy race around the world with the New York Evening World. The Evening News boy is the celebrated William Henry Jagers, who recently made a record trip to New York and back. He is due to arrive here by the Empress of China on 3rd October and will leave by the French mail on the 7th. He left London on 30th August and is due to reach the Evening News office again on November 15th, which will mean that he has travelled around the world in 68 days. Should he be able to catch the P. & O. mail of 30th September he will reach London on 30th October, thus reducing his time to 61 days. The New York World boy travels in the opposite direction and is due here on 30th inst.

PHILIPPINE AFFAIRS.

GENERAL BENNETT INTERVIEWED.

On the 14th, September, 1899, General Bennett was interviewed by the Manila Times. He said he did not believe in so much newspaper talk against the way things are managed by the authorities in the Philippines. Of course, the business of our home papers is to find something to say about the war and the administration. But the more slander our soldiers read about their commanders the worse will be their discipline and spirit. Some people are so prone to think they know better how anything should be done that they would find fault with the Dicty himself. From my experience in our American Civil War and I must say, without a thought of boasting, I had much to do in the way of handling men in garrison work and fighting the battle that President McKinley could not have been a major in the Civil War himself without now realising the importance of efficiently garrisoning every town and city which we shall capture in the Philippines as we advance. But how can that be done before we have at least 50,000 fighting men in the Philippines? Considering how subject are our American soldiers to the diseases of this country, we want at least 50,000 well-chosen soldiers in the Philippines. In view of this, and the fact that the rainy season will soon be over, said General Bennett, "our Government has been most active in sending more troops to Manila. But we must remember that to recruit the additional number of men required for the Philippines, especially when only the most healthy and able-bodied are accepted, is slower work than many people think."

"Do you think that General Miles would make more rapid progress with the operations in the Philippines?" General Bennett was asked. "I do not think so. I do not think it is practical to talk of doing more than has been done. The worst of the fighting is over. Not only do we understand the country, but we understand the tactics of the insurgents, and deception and treachery now, but our men will not have nearly so much swamp land to wade through as they have had, and the percentage of soldiers unfit for duty will not be so large. Moreover," said he, "the strict orders recently not to allow one single Filipino to go back to the enemy's lines once he or she has crossed over to ours will be half the battle. This will stop thousands of so-called amigos from helping the insurgents in any way. Just as soon as the rainy season is over we shall have the required number of troops in the Philippine Islands, and fighting on uplands towards the mountains will be a healthier work than in swamps. Aguinaldo and his followers will soon have to surrender or get out of this country."

BY THE MAIL.

(From Home Papers.)

The Queen and the Emperor Menelik.

Reuter's agency is informed that Captain J. L. Harrington, British Resident at Addis Ababa, will to-day (18th ult.) deliver to the Queen the phonographic messages sent to her Majesty by the Emperor Menelik and Empress Tayou, in response to the phonographic message despatched to the Negus and his consort by Queen Victoria.

The Wreck of a Clyde Pleasure Steamer.

Details received at Glasgow on 17th ult. of the loss of the steam packet *Red Gannet* off the Pladen Light show that the vessel lies on the rocks and has been badly strained by the south-west gale that has been blowing all night. If the gale continues she must break up. The *Red Gannet* is a handsome, paddle-steamer, trading between Glasgow and the Clyde. She was hugging the shore going round Arisaig when she was driven on the rocks by the strong wind and tide. There was much alarm among the passengers when the vessel struck, but the coastguard quickly assisted the rescue in their boats, and the passengers were afterwards driven to Whiting Bay, where they were embarked on the *Waverley*.

Approaching Retirement of Lord Currie.

The London correspondent of the *Birmingham Daily Post* says he has excellent authority for stating that Lord Currie, who has just returned to Rome from his leave of absence in England, will retire from the diplomatic service in the course of next year. The precise date of his Excellency's retirement is at present dependent upon events, but it may be pointed out that, in retiring any time next year, Lord Currie will only be anticipating by a few months his compulsory retirement under the age limit.

Incubators not to Blame.

An inquest was held at Bethnal Green relative to the death of Philip Wolman, aged eleven weeks. The mother stated that the child was one of triplets. At the request of the Lion Incubator Company, two of them were taken to the Earl's Court Exhibition and placed in an incubator. Three weeks later the children were taken from the Exhibition. Dr. Goodman said the child did not appear to have thrived in the incubator, which was more beneficial in cases of premature birth. He could not say the incubator treatment had anything to do with death. The child was not over clean when he was taken home. The jury, after hearing further evidence, returned a verdict of "natural death," and stated that there was no blame attaching to anyone at the incubators.

Experiences on Board a West Indian Mail Steamer.

The West Indian mail steamer *Medway* which arrived at Plymouth early this morning (18th ult.) was due on Wednesday. She reports terrific seas and one of her starboard lifeboats carried away. Fine weather subsequently prevailed. On Tuesday night the machinery became deranged, but after thirteen hours delay the vessel resumed her voyage. During the passage the chief steward, Mr. Kelly, of Southampton, died of malaria fever, and a passenger died of phthisis. The *Queen of Cambodia*, from Liqueur, was spoken last Friday by the *Medway*, when she signalled that she was in need of provisions, as there was only one week's supply left. Captain Davis, of the *Medway*, provided enough beef and flour and bread to last another month. All of the crew of the *Queen of Cambodia* were in good health.

The Verdict in the "Bullfinch" Affair.

At the end of the *Bullfinch* inquiry the jury returned a verdict to the effect that the immediate cause of the disaster was the breaking of the high-pressure connecting-rod of the starboard engine, followed by the breaking of the head of the cylinder. They found that there was no precise evidence as to the cause of fracture, but they considered the rods not capable of standing the high rate of speed of twenty-nine or thirty knots per hour, and that the material did not seem to be of uniform quality. A rider was added giving expression to the sympathy of the jury with the relatives of the victims and their appreciation of the conduct of Commander Holey. Mr. Tyack was commended for his heroism in entering the engine-room while it was full of scalding steam, and finally they recommended that in future a surgeon should be carried during trials.

Storm off the Scotch Coast.

A severe storm raged at Fraserburgh on the night of 16th ult. and three hundred craft of the fishing fleet were caught in a west-north-west gale. Signals of distress were flared, and the lifeboat was launched. The life-saving apparatus went along the beach to the assistance of the *Diadem*, of Fallow. Those on board the *Diadem*, however, owe their lives to James Brown, a discharged Dargai hero, who plunged into the surf and swam out to the fishing boat. He made a communication between the vessel and the shore, and the crew which had assembled pulled the *Diadem* through the surf, and the crew tug was landed in safety. The lifeboat and steam tug are both in the bay, trying to render assistance to a ship the name of which is not yet known.

Another Futile Attempt to Swim the Channel.

Mr. Frank Holmes, of Birmingham, started at four o'clock this morning (17th ult.) from Dover to swim the English Channel. There was a strong northerly wind, and after being in the water a short time Mr. Holmes decided to postpone the attempt until to-morrow, if weather permits.

An exciting swimming contest took place at the popular bathing creek at Porskillion, Douglas, yesterday before fully six thousand spectators, mostly English visitors. The distance was 220 yards, and the competitors started from scratch. W. Matchett, the Liverpool champion, won a splendid race by about a yard; H. Kelly, an insular champion, a member of the Victoria Swimming Club, was second; L. Clarke (Bristol) being third. Only a few inches divided second and third. The distance was covered in good time. Mr. J. R. Corlett was starter, and Messrs. Kelsall, H. J. R. and Sandbrook judges.

The Tea-wrappers Question.

A new aspect of the great tea-wrappers question was developed at the Richmond police court when the Home and Colonial Stores Company scored a victory over the Surrey County Inspector of Weights and Measures. The summons was one taken out by the Inspector under the Merchandise Marks Act, alleging that the defendants had applied a fraudulent description to three quarters of a pound of tea sold by them at their Richmond branch. The evidence showed that an officer

of the Inspector asked for three-quarters of a pound of tea, and he was given two packages, one apparently a half-pound and a quarter-pound in weight, but it was subsequently found that the actual weight of the tea in them was short of three-quarters of a pound by 4 drams 10 grains. Mr. Bedkin, who appeared for the defence, did not question the facts of the case. But he submitted that "eighteen-penny" or "fourteen-penny" tea was not sold at so much per pound. It was simply a description of the quality. The magistrates, after a brief consultation, said that in their opinion the case was not made out, and they dismissed the summons.

Canadian Tobacco Selling well in London.

Canadian tobacco, since it was recommended to the English smokers a few months ago by Sir Henry Joly de Lotbiniere, the Minister of Inland Revenue, has found much favour, says the London correspondent of the *Leeds Mercury*. The plant is cultivated chiefly by the French in the province of Ontario, but lately farmers in the Dominion counties of Essex and Kent have produced such splendid crops that after the last harvest there was a surplus of ten million pounds waiting a market. Samples were sent to England, and resulted in large orders being given. The tobacco is of fine texture, mild, and agreeable to the taste, but it is crudely cured, with the result that it emits a disagreeable aroma. It is said to blend well with Virginia leaf, and it is this mixture which is selling well in London. Properly treated, Canadian tobacco, it is claimed, would rival the best production of the States.

Return of the Wellmann Expedition.

The fishing vessel *Capella* has arrived at Tromsø from Franz Joseph Land. The vessel brought with her Mr. Wellmann's expedition, which she left in with at Cape Tegethoff. It is reported that the explorers reached the 82nd parallel of north latitude. A member of the expedition named Benzon, who wintered with one companion in a stone hut on the island of Wilhelmsland, in intense cold, died. In February Mr. Wellmann had his foot crushed in an ice-scraper, and is still obliged to use crutches. The expedition killed 103 walrus and eight bears. No trace of the Andree expedition was found. The *Capella* picked up the expedition on July 27, and sailed homeward on August 10. On August 6 the *Stella Polaris*, with the party of explorers headed by the Italian Prince, the Duke of the Abruzzi, on board, was sighted in Biscione Sound, 80 deg. 20 min. N. lat. All was well on board.

The Wonders of Wireless Telegraphy.

Some interesting results were obtained with wireless telegraphy recently at Dover. One of Signor Marconi's installations was set up for experimental purposes between Dover and the South Foreland lighthouse and the East Goodwin lighthouse. The apparatus was set up at the town hall buildings, and the ordinary flagstaff of the building was utilized. The town hall, which is surrounded by buildings, is in the centre of the town. Intervening between the places where the instrument was fixed, and the South Foreland lighthouse, there stands Dover Castle. Messages from coast to coast, to pass through, or over, cliffs from 200 ft. to 410 ft. above sea level for about four miles. The same conditions applied to the East Goodwin lighthouse, except that in this case the message had to travel twelve miles across the sea. It was in order to make these tests that the experiments took place. The results were completely successful. Messages were transmitted and received with the greatest ease without a hitch. Four lightships, which have qualified as first-class operators, assisted at the experiments.

Death of the Earl of Mexborough.

The Earl of Mexborough, who was eighty-nine years of age, died at Brighton on 17th ult. He was a nobleman of great erudition, and in his young days travelled extensively. When at Cambridge he was regarded as one of the first class scholars of the time, and that too in a circle that included many brilliant men. When he became of age Viscount Polington, as he then was, became the Conservative member for the pocket borough of Gatton. Four years later he was returned for Pontefract, and with an interval of three or four years, continued its representative till 1847; he had for the greater part of that period Mr. Monckton Milnes (afterwards Lord Houghton) as his colleague.

Lord Mexborough was a great handworker, especially in the West Riding of Yorkshire. His first seat was at Methley, near Leeds. He succeeded to the earldom on the death of his father in 1860, and he in turn was succeeded by his son, Lord Polington, who has been in 1843, and whose mother was the oldest daughter of the third Earl of Oxford.

The Death of the Zinal-Rothhorn.

Mr. Baumann, who met with his death on the Zinal-Rothhorn in the Alps the other day, was found with the guide, Autille, lying across him, still tied by the ropes. Baumann's skull was shattered. The other guide, Tobin, was ten or eleven yards behind them; the rope between them and his companions had broken. The accident happened while the three were letting themselves slide down the mountain. The snow was too soft, and they came upon a bottom of hard ice, whereupon they, together with the snow, slid down the mountain rapidly to the edge of the precipice. During these terrible moments they must have been conscious of their inevitable fate. They then fell about 1,000 ft., and a moment later over their own precipice. There is no doubt, writes a correspondent of the *Daily News*, that all three were dead when at last they came to a stop on the glacier where they were found. Both guides were family men. Mr. Baumann, the tourist, was only thirty-six years old.

Sale of Eel Pie Island.

The freehold property, so well-known to frequenters of the river as Eel Pie Island, Twickenham, was offered by auction at the Twickenham Hotel, on Monday, the 12th inst. The other day Mr. W. B. Mason, of Windsor, the outset the auctioneer was subjected to a good deal of heckling as to what would be the liabilities of purchasers in regard to land-tax, road-making, and sanitary arrangements. It was eventually ascertained that the vendors repudiated any liability to redeem the land-tax if any such was assessable, and that the buyers of the land would have to be responsible for making roads as well as for attending to the sanitary and other requirements of the Thames Conservators and the local authorities. The island was first offered as a whole, comprising nearly four acres, at an upset price of £2,500, but there being no bid, the property was then submitted in lots. The freehold fully-licensed house known as Eel Pie Island Hotel, and grounds, with a frontage of 248 feet to the river, and 82 feet to the back-water, which was said to be doing a trade of £200 a week in the summer months, was put in at £2,000 and after a short but spirited bidding was knocked down for £3,200. The remainder of the island was then put up and

sold in small plots, to meet the convenience of boating men and others desirous to erect bow-houses or other riverside residences, or of providing themselves with private camping grounds.

Mosquitoes or Gnats?

There seems to be no abatement in the plague of mosquitoes which is visiting Hackney, particularly in the vicinity of the Downs, Marshes, and valley of the Lea. Stamford Hill, too, has not escaped. Policemen, postmen, vestry employees, and the residents generally have experienced the trying attentions of this vexatious and poisonous little insect. Men who have served in marshy regions abroad, where the mosquito flourishes, and were before untroubled, have now to acknowledge that they have been bitten.

Hackney had a few mosquitoes last year. This summer they have increased by myriads. What is the cause? asks the *Daily Telegraph*. Local opinion gives as an explanation that mud blocks, and that the eggs of the mosquito must have been imported with these. But it is quite possible that the Hackney mosquitoes are merely gnats, whose venomous voracity has been exaggerated by the high temperature. Specimens that have been captured are described as having a "trunk." The gnat has a proboscis, which the female knows so well how to use. She it is, too, who attracts her mate by the humming sound which accompanies the act of flying. Persons who have been bitten over that this "humming" acquires a demoniacal character, and a sharp pain when the mosquito has gorged itself with human blood.

The Charge Against An American Lady.

At Bow-street on 16th ult. Letitia Ann Roberts Perot, alias Leticia Perot, thirty-two, of Albert Hall Mansions, was charged, on remand with abduction, child-stealing, and kidnapping within the jurisdiction of the United States. The circumstances of the alleged abduction have already been fully reported. Mr. Perot, sen. from whose custody the child was taken, is a resident of New York, and also the Hon. Charles H. Perot, a judge of the supreme Court of Maryland.

When the case was called on Mr. Crane (who represented Mr. Perot, sen.) and Mr. Lawrence, Q.C., who represented the child, were at the moment conferring upon the case, and he asked that the hearing should be delayed for a few moments. Mr. Lawrence, concurring, the lady left the dock.

After an interval of over half an hour counsel returned into court, and Mr. Lawrence applied that the case might be further adjourned for a week. Mr. Lushington said that before he could agree to this he must know whether the American Ambassador consented to this. Mr. Hodson said the Ambassador told him that he had received no instructions beyond the original demand for extradition.

Mr. Crane said that he had had an interview with his Excellency, in which he stated that he should be very glad to have the matter remained until such date as would be convenient to all persons.

Mr. Lushington said that in that case the prisoner would be further remanded for a week on the same bail as before.

A Gross Scandal.

Notwithstanding the efforts of the magistrates and the police to discourage hooliganism, it appears still to be rampant. "The latest outbreak of this *du de siècle* enormity occurred, according to information in the possession of the police, in South Fulham. There exists, it would seem, a feud between gangs of youths whose headquarters are in Pimlico and Fulham. The young gentlemen from Pimlico, armed with sticks, knives, and revolvers, set off on the warpath in search of the enemy, and encountered him in the neighbourhood of Stanley Bridge. A battle ensued. The number of casualties among the combatants is not recorded, but the ambulance corps was called upon to render aid to an innocent bystander, who had the misfortune to be hiding good-night to friend while the conflict was in progress.

The victim was a young labourer named John Chandler, who lives at 4, Avonbank street, Pimlico. He was mistaken for a foe by one of the rank and file of the contending armies. "Hello!" said the latter, "here's one of them." This mistaken recognition was followed by a blow, which failed to reach its mark, for Chandler "ducked." The luckless wayfarer was not destined to escape, however, for the youth who had struck at him, nothing daunted by the failure of his first effort, whipped out the pistol with which he had thoughtfully provided himself, and fired two shots. The second found a lodgment in Chandler's right leg. Then, of course, the attack arrived. Equally of course the warriors decamped. Chandler was removed to the hospital.

A Consul on British Sailors.

The character of the British sailor has entirely changed during the last thirty years from what it was in the days when steam had not yet commenced to figure as a serious factor in ocean navigation, or even when it was as yet only in its infancy as such, writes Mr. Longford, his Britannic Majesty's Consul at Nagasaki (Japan), in a recent report to the Foreign Office. The sailor's old peculiar dress—the blue guernsey, wide trousers, and oilskin cap worn on the back of his head—has entirely disappeared and is replaced by clothes little distinguishable from those worn by a shore mechanic, and with his dress have gone his old simplicity of character, the jovial good humour and his reckless spiritiveness that made him on his trips ashore at once a pet and a wonder to the rest of the community. When on shore he now only too often appears as a loafer, sunk in debauchery and sullen with drink, an object of disgust, or at best of compassion, to all who see him. He has no yards to tell, no songs to sing; his conversation and thoughts are mainly confined to his grievances. He is more often than not a sea lawyer, with a keen sense of what privileges or rights the law gives him, but with an equally keen sense of how few and limited are those rights and privileges. No longer the trustful child as he was in former days, he feels that he is still treated as a child, bound by restrictions and liabilities that would not be tolerated for a year in any other trade. He is liable for the slightest breach of those restrictions to the treatment and penalties of a criminal. Once committed to the sea life, other openings are practically closed to him, and for better or worse he is bound to it as long as he lives. His hardship, his rapid changes of climate with total absence of provisions for adapting himself to the changes, render his life comparatively short, but it is no longer a merry one. Now and then a drunken spree, a short space of liberty, lawful or unlawful; if the latter, enjoyed only as a limited fugitive, and purchased by the sacrifice of what it has taken months of hard and dangerous work to earn, is his sole bright spot, and the inevitable end, if not an early death, too often the workhouse.

THE SOUTH AFRICAN CRISIS.

AN AMERICAN VIEW.

The impression, which was current for a time in London, that Oom Paul would throw up his hands when he saw British soldiers starting for the Cape has now vanished. Englishmen, who know the Boers from previous harsh experience, are beginning to see that the rugged old President of the South African Republic means to put up a fight worthy of Majuba Hill and Krugersdorp. His little play at concession was, as the *Chronicle* suggested at the time, a mere device to put off the day of war until he could secure the military arms and stores ordered in Germany and Italy. These importations are now in hand and the mask of conciliation has been thrown off. The unarmed burghers are being supplied with Mauser rifles and the same weapon is being passed out to replace a poorer one in the hands of the active forces. Every man, able to read and shoot will be equipped and called out in time to meet a British invasion. It is believed at Cape Town that the Boers have ammunition, provisions and forage in excess of the supply kept on hand by many European nations. As they also have armoured forts, Krupp guns, strategic railways, an army of dead shots and the kind of invincible resolution and courage which comes of the Cromwellian idea of God's supreme assistance in the hour of battle, they constitute the most formidable foe Great Britain has met since the days of the Crimea.

Is the Salisbury Cabinet prepared to take the consequences of meeting such intrepid enemies on their own ground? These consequences are partly military and partly political, but all of them are serious. It is certain if war ensues that thousands of British soldiers will be killed or maimed; that the Rand will be blown up and Johannesburg, the Uitlander centre, laid waste. The question arises whether the British voters would support the Ministry in inviting such a disaster simply to carry out schemes of the stock gamblers, whose fortunes are tied up in the present and future of the Rand. That is a thing which Salisbury and Chamberlain may not reason to consider now that all hope of Kruger's surrender has gone. If not, so much the worse for them. After them the deluge.

Should the war come to pass it promises to absorb the attention of the world. People will learn by it whether the boasted prowess of the British army will stand a supreme test, as well as it did at Waterloo, or whether it has degenerated, as some suspect, into the qualities that only shine when matched with those of savage tribes. The efficiency of the British supply service, which came to nothing in the Crimea, will also be revealed. The future of South Africa will be decided, and its political geography changed, for if the Boers should win they would reach out for British territory in compensation, while if the British should win they would take all the Boers have, both in the Transvaal and the Orange Free State. All these contingencies are so profoundly interesting that the war will be followed and studied more closely the world over than any, excepting our brush with Spain, which has taken place in over twenty years. —S. F. Chronicle.

PHILIPPINE GOLD.

Mr. H. P. Reid, of Aspinholo, has just returned to Manila from a prospecting expedition close by in the region of the Laguna de Bay. In several of the river beds in the region south of the Laguna Mr. Reid found fairly good alluvial gold. He is of opinion it will pay white men at placer mining, though it is not a Klondike nor anything to go wild about. He found quartz, too, enough to make it worth while to settle down and sink capital in quartz mining, when the time comes. He found lots of "good colour" in the vicinity of Los Banos, south of the Laguna. There is plenty of volcanic rock with veins of free gold running through it, and nuggets can be found once in a while.

ROW IN THE TAIPING GAOL.

A very serious disturbance took place in the gaol the other day, says the *Peking Pioneer*. A Malay warder in charge of the kitchen of the establishment was set upon, as soon as he made his appearance in the morning, by a Chinese convict employed in preparing the food of the prisoners, and was brutally assaulted. The latter, a native of the district of Hainan, was lying in the district hospital in a precarious state. It is said the attack was so mad and furious, that it was doubtful whether he would have escaped with his life, but for some other convicts, who went to his assistance and amply revenged him. The convict was brought up before the lower court on Monday and has been remanded.

SHIPPING REPORTS.

Captain Rolfe, of the steamship *Yuenyang*, from Manila, reports:—Fine with light to moderate breeze and smooth sea.

Captain Muir, of the steamship *Yuenyang*, from Swatow, reports:—Light winds and fine weather to Mendoza Island; thence to port had strong N.E. winds with cloudy weather and rain.

Captain Hall, of the steamship *Phaler*, from Swatow, reports:—Swatow to Hongkong fresh E.N.E. wind and sea, rough weather fine and clear. Vessels in Swatow on the 14th inst., *Cheloo*, *Meefoo*, *Pha Chou Chou Kiao*, *Kiang Pak*, *Pishan*, *Dagmar*, *Hong Leong*, and *Triumph*.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer 29.84
Thermometer 80.4
Humidity 77
Rainfall 8.33

TO-DAY.

WEATHER REPORT.

On date at On date at
Barometer 29.94 29.88
Temperature 79 81
Humidity 80 73
Rainfall 0.15

TO-DAY.

Friday, 15th September, 1899.

Chinese—11th of 8th month of 25th year of Kwang-su.

Sun—Rise 5hr. 47min.
Sets 6hr. 47min.
High water—Morning 3hr. 40min.
Afternoon 7hr. 10min.
Low water—Morning 6hr. 50min.
Afternoon 10hr. 40min.

ANNIVERSARIES.

1841—British barque *Kite* wrecked in Fomosa Channel.

1843—Revolution in the Punjab.

1899—Sir J. K. Brunel died.

1897—Elevated public gaming houses opened in Hongkong.

1875—Tonquin ports opened to foreign trade.

1880—Serious disturbance at Canton at the French Cathedral; several rioters shot.

1882—Arabi Pasha surrendered.

1884—Typhoon at Yokohama and Tokio.

1887—Chinese transport *Waylee* driven ashore on Pescadores; upwards of 370 lives lost.

1894—Pungyang captured by the Japanese.

1898—Porte refused to withdraw troops from Crete. Philippine Congress opens at Malolos, Luzon.

TO-MORROW.

Saturday, 16th September, 1899.

Chinese—12th of 8th month of 25th year of Kwang-su.

Sun—Rise 5hr. 47min.
Sets 6hr. 47min.
High water—Morning 3hr. 40min.
Afternoon 7hr. 10min.
Low water—Morning 6hr. 50min.
Afternoon 10hr. 40min.

ANNIVERSARIES.

1701—James II. of England died.

1881—New Convention between Germany and China ratified at Peking.

1884—Public meeting at Shanghai on Franco-Chinese difficulty.

1893—M. H. Beecher, mining expert, drowned at Pabang.

1896—600 Armenians killed at Kharpout, Commandant Holland hoisted his pennant on H.M.S. *Victor Emanuel*.

1897—Attempted assassination of President Diaz of Mexico.

1898—Editor ordering Board of Revenue to submit proper detailed accounts.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Sachsen*) 19th inst.

Indian (*Kumang*) 20th inst.

American (*China*) 21st inst.

American (*Doric*) 30th inst.

Canadian (*Empress of China*) 4th prox.

The P. & O. S. N. Co.'s steamer *Candia* left Singapore for this port on the 14th inst. at 1 p.m.

The steamer *Kanagawa Maru* (Europe Line) left Kobe via Moji for this port on the 13th and is expected to arrive here on the 20th inst.

The steamer *Chunfa* from Glasgow and Liverpool passed the Canal 7th September, may be considered due at Singapore on or about the 26th idem.

The steamer *Kaisaro* from Glasgow and Liverpool passed the Canal on the 7th Sept. and may be considered due at Singapore on or about the 26th idem.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.

Isla de Luzon " "

Harbin City " "

H.M.S. Bonaventure " "

Pelham " "

Leopold " "

Polina " "

D. Juan d'Alcantara Cosmopolitan

P. C. Kiao " "

Taiyuan " "

PASSED THE CANAL.

Outward—11th August—*Laos, Swatow*, 18th August—*Kuiching Maru*, *St. Gotthard*, 2nd August—*Abercrombie*, *Acara*, *Afghanistan*, 25th August—*Ghanus*, *Sham*, *Java*, *Orestes*, *Phaler*, 29th August—*Andalusia*, *St. Mary*, *Sachsen*, *Osaka*, 1st September—*Benlarig*, *Alaga*, *Bingo Maru*, *Chiba*, *Tanaka*.

Homeward—1st Sept.—*Kamakura Maru*, *Yangtze*.

Shipping.

Arrivals.

COROMANDEL, British steamer, 3,783, F. W. Vibert, R.N.R., 15th Sept.—Bombay 30th Aug. and Singapore 15th Sept. Muils and General.—P. & O. S. N. Co.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 15th Sept.—Manila 12th Sept. General.—Jardine, Matheson & Co.

YIKSANG, British steamer, 857, L. A. Muir, 15th Sept.—Swatow 14th Sept. Ballast.—Jardine, Matheson & Co.

THALES, British steamer, 820, T. Hall, 15th Sept.—Swatow 14th Sept. General.—Douglas, Laiprak & Co.

LOONGMOON, German steamer, 1,245, F. Schulz, 15th Sept.—Canton 14th Sept. General.—Siemens & Co.

KWANG LEE, Chinese steamer, 1,305, R. L. Lincoln, 17th Sept.—Canton 14th Sept. General.—C. M. S. N. Co.

TRIUMPH, German steamer, 675, A. Riecke, 15th Sept.—Swatow 14th Sept. General.—Jensen & Co.

WOOSUNG, British steamer, 1,040, Dowson, 15th Sept.—Canton 15th Sept. General.—Butterfield & Swire.

Clearances at the Harbour Office.

Hokkoku, British Port steam-launch, for Macao, *Sankaku*, German str., for Kudat.

Kachidate Maru, Japanese str., for Kutchinotzu, *Haiting*, French str., for Hailow.

Shanghai, British steam-launch, for Wuchow, *Thales*, British str., for Swatow.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIOJUN MARU	VICTORIA, B.C. and SEATTLE	THURSDAY, 21st Sept, at 4 P.M.
KANAGAWA MARU	U.S.A. via KORE and YOKOHAMA	FRIDAY, 22nd Sept, at Noon.
YAWATA MARU	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, COLOMBO and PORT SAID	SATURDAY, 23rd Sept, at 4 P.M.
KOSAI MARU	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 28th Sept, at Noon.
FUTAMI MARU	AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULOPO & NAGASAKI	FRIDAY, 29th Sept, at 4 P.M.
KAGOSHIMA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept, at 4 P.M.
	COBE and YOKOHAMA	FRIDAY, 6th October, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th September, 1899.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN
Capital: £ 300,000
Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE:
at Bordeaux (BACALAN), France
at Louvain (DYLE), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Axles and Axle combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Rollers and Steam Engines, Dredgers.

CONTRACTORS
for
Constructing and Working
Railways and Tramways

M. Oppenheimer & Co., Paris.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send a STATEMENT of BUSINESS contributed during the Half Year ended 30th June, 1899, on or before the 15th September, on which date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 24th August, 1899. [1077a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently an INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate of 6% per Annum.

THE DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive). HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th September, 1899. [1162a]

NOTICE.

PRIVATE BOARD AND RESIDENCE, 169, Queen's Road East. Mrs. HORTON. Hongkong, 30th June, 1899. [853a]

Entertainment.

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG. INCORPORATED, 1891.

NOTICE TO MEMBERS.

A SMOKING CONCERT will be held in the Rooms of the above Institution, TOMORROW, the 16th instant, at 9 P.M. Members and their Friends are cordially invited.

ARCHIBALD RITCHIE, Hon. Sec.

Hongkong, 13th September, 1899. [1173a]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1899. [18]

HOTEL BUSINESS in Northern Port, Long Lease at Very Low Rental, Good Paying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance, by Letter to

G.W.W., Office of this Paper.

14th September, 1899. [1177a]

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

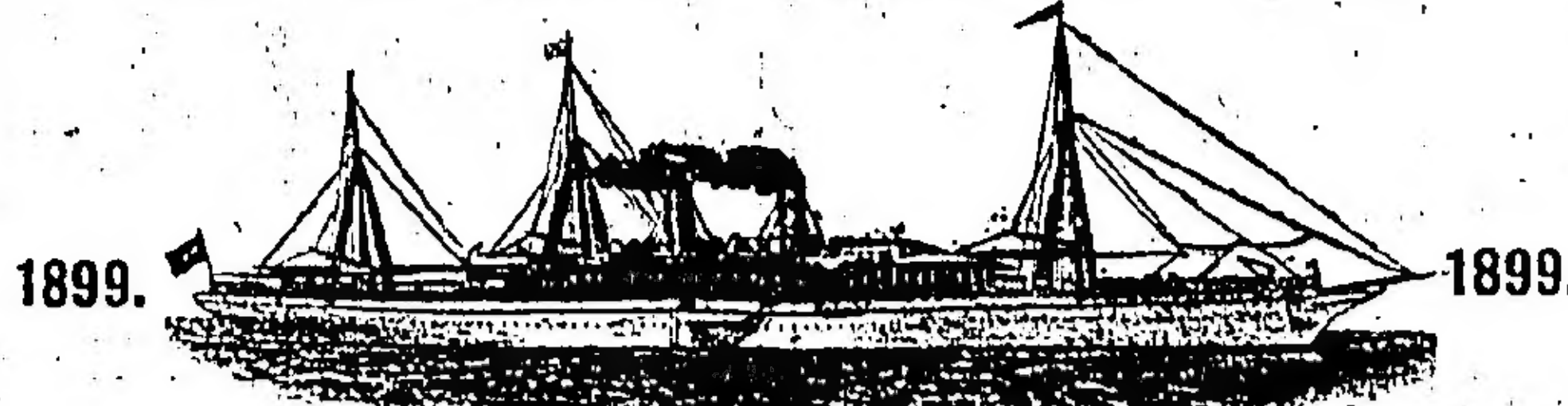
MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor & Manager.

Hongkong, 28th April, 1899. [12]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 27th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept, at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov, at Noon.

THE Steamship "HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 8th September, 1899. [1310]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS FOR ALL BILIOUS AND NERVOUS DISORDERS. SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong. [58]

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG	About 27th September
V. Binzer	(LONDON with transshipment in HAMBURG)	About 11th October
*SAVOIA	HAVRE and HAMBURG	About 19th October
Jäger	(LONDON with transshipment in HAMBURG)	About 19th October
SUEVIA	HAVRE and HAMBURG	About 30th October
SERBIA	(LONDON with transshipment in HAMBURG)	October
Osternmann	(LONDON with transshipment in HAMBURG)	October

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents. [981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City	3,002	about	Sept. 20
Thyra	3,106	about	Oct. 15
Belgian King	3,379	about	Oct. 31
Carmanthenshire	2,929	about	Nov. 15

THE Steamship "CARLISLE CITY," will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 15th September, 1899. [1320]

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 3rd October	at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Friday, 27th October	at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 21st Nov.	at Noon.

THE U.S. Mail Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent. Hongkong, 12th August, 1899. [1162a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	To-morrow, 16th Sept,	at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 10th October,	at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 4th Nov.,	at Noon.

THE Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via AMOI, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes, may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 8th September, 1899. [12]

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen	Wednesday 11th Oct.
Bayern	Wednesday 18th Nov.
König Albert	Wednesday 13th Dec.
Prinz Heinrich	Wednesday 17th Dec.
Preussen	Wednesday 10th Jan.
Karlruhe	Wednesday 14th Jan.
Sachsen	Wednesday 17th Feb.
Hamburg	Wednesday 21st Feb.
Bayern	Wednesday 21st Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 1 P.M., the Company's Steamship "SACHSEN," Captain E. Wente, with PASSENGERS, SPECIFIC and CARGO, will leave this Port for above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 10th October. Cargo and specie will be received on board until 5 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until Noon on Tuesday, the 10th October, and Parcels of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels not exceeding 100 cubic feet in Measurement.

The steamship "Sachsen" will call at Southampton, Liverpool, Glasgow, London, and other ports in the United Kingdom, and will proceed to the Continent via the Dover Straits.

For further information, apply to the Agent, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 12th August, 1899. [1162a]

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A.I. American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KÄRBERG & Co.

Hongkong, 28th July, 1899. [1074a]

Intimations.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1899. [42]

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [1048a]

F. CAZANOVE,
BORDAUX.

GOLD MEDALS
Bordeaux, 1882, Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

THIS LIQUOR is employed with
success to restore the FORCES
OF THE STOMACH AND FACILITATE
THE DIGESTION.

TONIC WINE
OF THE REV. FATHER A. KERMANN
MKA-KINA OF DR. GOLZ
CREME DE MANDARINE.
AVELINE ANNETTE SUPERFINE.

Apply to
LAENDLER & Co., Paris.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Kossian, Jobert, Velpaure, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious diseases.
In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary symptoms,
disease of the bones, sore throat, and all
diseases for which it has been too much a
fashion to employ mercury, sarsaparilla, &c., to
the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the
body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

THERAPION may be procured at 2/6 and
4/6 per package, of the principal Chemists and
Merchants throughout the world. In ordering,
the purchaser should state which of the three
numbers he requires, and observe that the word
"THERAPION" appears on the Government
Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [196]

The Share Market.

LATEST QUOTATIONS.

(September 15th.)
Banks.
Hongkong and Shanghai Banking Corporation
3 3/4 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
51 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
55 buyers.
National Bank of China, Ltd.—\$26 buyers.
Do. —\$26 buyers.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$63.
North China Insurance Co., Ltd.—\$172.
Yantai Insurance Assoc. Ltd.—\$122.
Canton Insurance Co., Ltd.—\$130.
Straits Insurance Co., Ltd.—\$6.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$884.

Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Ltd.—\$314.
Indo-China Steam Navigation Company, Ltd.
—\$714.

China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$52.
China Mutual S. N. Co., Ltd.—(Preference)—
\$9 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

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\$5 to buyers.

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\$5 to buyers.

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\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

Miscellaneous.
Green Island Cement Co., Ltd.—\$30.
China-Borneo Co., Limited—\$10.
A. S. Watson & Co., Limited—\$17.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Geo. Fenwick & Co., Ltd.—\$424.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—
\$145.
Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$1.
Bell's Asbestos Eastern Agency, Limited—\$1
nominal.
Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$65.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Lung-ku-mow Cotton Spinning & Weaving
Co., Ltd.—Tls. 75.
Soy-Shee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5.
BENJAMIN KELLY & POTTS (Share Brokers).
Telegraph Address "Rialto."

EXCHANGE.

Hongkong, 15th September.
ON LONDON, Telegraphic Transfer .../11 5/16
Bank Bills, on demand .../11 1/4
Credits, 4 months' sight .../11 1/4
D'cents, 4 months' sight .../11 1/4
ON BERLIN, Bank Bills, on demand .../11 1/4
Credits, 4 months' sight .../11 1/4
ON NEW YORK, Bank Bills, on demand .../47 1/2
Credits, 30 days' sight .../47 1/2
ON BOMBAY, Telegraphic Transfer .../145 1/2
On demand .../145 1/2
ON SHANGHAI, Telegraphic Transfer .../72 1/2
Private, 30 days' sight .../72 1/2
ON YOKOHAMA, T.T. .../41 per cent. prem.
Sovereigns, Bank's Buying Rate .../10 1/4
Gold Leaf 100 touch, per tael .../52 1/2
Bar Silver .../77 3/16
Dollars .../2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 15th September.
New Patna .../80 per chest.
New Denares .../81 1/2
New Malwa .../75 1/2 per picul.
Old Malwa .../78 1/2
Persian, paper tied .../67 1/2

VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aiken Mr. and Mrs. W. C.
and children
Mr. J. H. Aiken Mr. E. A. Katsch
Mr. W. H. Anderson Mr. E. C. Kellner
Mr. K. Andes Mr. and Mrs. Kiene
Mrs. John Angus Mr. J. H. Kington
Mr. W. Armstrong Mr. J. Kirkwood
Mr. O. C. Mr. F. A. Leggatt
Mr. W. H. Avery Mr. W. Liebes
Mr. W. S. Bailey Mr. R. W. Loman
Mr. B. J. Barlow Miss Luckner
Mr. A. G. Bartholomew Mr. Emilie Lutz
Mr. J. H. Benedict Mr. D. M. Mackenzie
Mrs. W. S. Biddle and Dr. E. J. Mayston
maid
Mrs. W. S. Bishop Mr. S. Mills
Mr. and Mrs. A. H. Mr. E. Moorey
Bethelheim Mr. Frank Morrison
Mr. B. Braham Mr. E. O. Murphy
Mr. Bowers Mr. A. H. Myers
Mr. J. W. Brown Mr. R. A. Naphegyi
Mr. T. F. Burgdorf Mr. Newson, F. W.
Mr. A. B. Carter Mr. A. C. Van Niekerp
Dr. and Mrs. F. Clark Mr. and Mrs. Noller
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Mr. P. C. Denroche Mr. Perer
Mr. A. Doctor Mr. J. C. Perry
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Dovel Mr. and Mrs. C. Robinson
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Dr. Edelmann Mr. J. H. Rowen
Mr. L. L. Etzel Mr. H. Simmins
Mr. K. Gadelius Mr. A. J. Hamilton
Mr. and Mrs. K. Gibson Smythe
Capt. Goddard Mr. R. Snowdon
Mrs. E. B. Gose Mr. A. Spagnolo
Mr. T. Gredman Mr. S. B. Tainter
Mrs. J. Gredman Mr. J. H. Thienonge
Mr. R. J. Hall Mr. C. Thomas
Mr. S. Haughton Mr. A. Traval
Mrs. Hillman Mr. Turner
Mr. F. H. Hilbert Mr. B. T. Walling
Mr. T. Howard Mr. and Mrs. A. W.
Mr. Wm. K. Hughes Whitlow
Mrs. Jackson Mr. and Mrs. Bagnall
Major and Mrs. Jeffreys Wild
Mr. C. M. Jenkins Mrs. J. Williamson
Mr. and Mrs. Joseph Mr. W. J. Wright

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Mr. and Mrs. W. A. Mr. and Mrs. Reyes
Broogs and children
Mrs. J. de Camille Mr. and Mrs. Robinson
Mr. Ernest Dade Mr. Th. A. Ross
Mr. and Mrs. J. Kennedy Mr. H. Shaul
Mr. H. Martin Mr. A. Simon
Mr. W. D. Norton Mr. V. Sorensen
Mr. and Mrs. Oria and Mr. W. A. Sprink
children Mr. Alex. Wait
Mr. M. Pardo Mr. and Mrs. James
Mr. and Mrs. David Wait
Park Mr. E. J. Young

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. F. Baddeley Mr. H. U. Jeffries
Mr. and Mrs. Lionel Major G. R. St. John
Boyle Capt. F. Koford
Mr. H. F. R. Brayne Mr. J. Lamko
Mr. F. Bure Mr. J. E. Lee
Mr. and Mrs. F. G. Mr. C. W. Longuet
Collins Mrs. C. W. Longuet
Capt. van Corbach Mr. R. Mitchell
Mr. G. H. Dann I. Von Oertzen
Mr. and Mrs. W. H. T. Lt.-Col. The O'Gorman
Davis and child Hon. H. E. Pollock
Mr. A. L. Denison Comdr. H. V. Prynn
Mr. P. Dow Comdr. R. M. Rumsey
Col. G. J. H. Evtatt Mr. A. Sinclair
Mr. J. S. Ezekiel Mr. A. Findlay Smith
Mr. R. M. Ezekiel Mr. A. Findlay Smith
Mr. A. Forbes Mr. A. Stokes
Lt.-Col. A. W. Fraser Mr. A. P. Stokes
Colonel E. H. Gorges Mr. C. H. Wheeler
Staff Surgeon and Mrs. Mr. G. H. Windrath
W. E. Home

CRAGIEBURN.

Rt. Rev. Bishop Burdon Mr. Hugo Silvestri
Rev. F. Flynn, R.D. Mrs. Simmonds
Mrs. Horder The Government Civil
Hon. and Mrs. R. N. Hospital Sisters
Ormsby Miss Tiscott
Miss Ormsby Mr. and Mrs. W. E.
Mr. A. J. Richardson Turner
Mrs. Percy Rolfe and Miss Underwood
son, Constable Volpelli
Capt. C. B. Simmonds, Madame Volpelli
R.A.

VESSELS IN PORT.

Steamers.
ALEXIA, German steamer, 3,312, H. Knuth,
4th Sept.—Shanghai 10th Sept., General
—Carlowitz & Co.
BENGO, British steamer, 2,751, S. Barcham,
15th Sept.—Shanghai 12th Sept., Mails
and General.—P. & O. S. N. Co.
CARLISLE CITY, British steamer, 1,894, Thos.
Aitken, 7th Aug.—Molli—2nd Aug., General
—Butterfield & Swire.
CHUNSAO, British steamer, 1,418, E. J. Buller,
9th Sept.—Java Ports 1st Sept., Sugar.
Jardine, Matheson & Co.
DEUTEROS, German steamer, 1,001, E. Peter-
sen, 14th Sept.—Saigon 10th Sept., Rice.
—Siemssen & Co.
EMPRESS OF JAPAN, British steamer, 5,904,
G. D. Bowles, R.N.R., 12th Sept.—Van-
couver 22nd Aug., and Shanghai 9th Sept.,
Mails and General.—C. P. R. Co.
GABRIEL, British steamer, 2,591, Wm. Finch,
R.N.R., 6th Sept.—San Francisco 9th
Sept., Honolulu 10th, Yokohama 29th.
Kato 30th, Nagasaki 1st Sept., and
Shanghai 4th, Mails and General.—O. &
O. S. S. Co.
GLENFARG, British steamer, 3,647, F. Selly,
13th Sept.—Singapore 7th Sept., General.
—Jardine, Matheson & Co.
HAIMUN, British steamer, 636, W. J. Davis,
14th Sept.—Tamsui 9th Sept., Amoy 12th,
and Swatow 13th, General.—Douglas, Lap-
raik & Co.
HOENZOLLERN, German steamer, 2,039, H.
Kierchen, 11th Sept.—Yokohama 1st Sept.,
Kobe 5th, and Nagasaki 7th, General.
—Melchers & Co.
HONGKONG-MARU, Japanese steamer, 3,385,
W. E. Filmer, 13th Sept.—San Francisco
17th Aug. and Shanghai 11th Sept., General.
—J. S. Van Buren.
JOHN SANDERSON, British steamer, 2,089, J.
Erskine, 6th Sept.—Singapore 30th Aug.,
General.—Doddwell & Co.
KEONG WAI, British steamer, 1,115, R. Uns-
worth, 11th Sept.—Saigon 7th Sept., Rice.
—Yuen Fat Hong.
KONG-BENG, British steamer, 862, F. W.
Jones, 13th Sept.—Saigon 9th Sept.,
Rice.—Woo Kee.
LEOZAP, Spanish steamer, 565, Antonio
Tribar, 4th Sept.—Manila 1st Sept., General.
—Order.
LIGHTNING, British steamer, 2,122, S. H.
Holson, 10th Sept.—Calcutta 25th Aug.,
Penang and Singapore 4th Sept., General.
—David, Sassoon Sons & Co.
MAIDZURU MARU, Japanese steamer, 667, T.
Nagata, 13th Sept.—Amoy and Swatow
12th Sept., General.—Mitsui Bussan
Kaisha.
MALANG, British steamer, 1,643, J. Kynock,
27th Aug.—Sandakan 20th Aug., Timber.
—Jardine, Matheson & Co.
MONGKUT, British steamer, 859, N. G. Major,
12th Sept.—Bangkok 3rd Sept., Rice.
—Yuen Fat Hong.
PICCOLA, German steamer, 875, E. Schipper,
Sept.—Saigon 8th Sept., Rice.—Chinese.
RIJUN MARU, Japanese steamer, 2,972, J. W.
Ekstrand, 12th Sept.—Molli 7th Sept.,
General.—Nippon Yusen Kaisha.
ROSETTA, British steamer, 2,039, C. O. Talbot,
R.N.R., 13th Sept.—Yokohama 6th Sept.,
Mails and General.—P. & O. S. N. Co.
SALVADORA, American steamer, 688, J. Goite-
r, 14th Sept.—Manila 11th Sept., General.
—Brando & Co.
SANDAKAN, German steamer, 1,374, E. Muhle,
2nd Sept.—Sandakan 28th Aug., Timber.
—Melchers & Co.
SUEVIA, German steamer, 4,129, Forck, 14th
Sept.—Swatow 13th Sept., General.
—Siemssen & Co.
SUIKAI, British steamer, 1,776, E. J. Todd,
24th Aug.—Calcutta 25th Aug., Penang and
Singapore 18th Aug., Opium and General.
—Jardine, Matheson & Co.
TAICHOW, British steamer, 862, P. Primrose,
9th Sept.—Bangkok 2nd Sept., General.
—Butterfield & Swire.
TAIWAN, British steamer, 1,459, R. Nelson,
3rd Sept.—Melbourne 22nd July, Sydney
20th, Brisbane 1st Aug., Townsville 4th,
Cooktown 6th, Thursday Island 13th, Port
Darwin 17th, and Manila 31st, General.
—Butterfield & Swire.
UNITA, Norwegian steamer, 929, F. Hansen,
12th Sept.—Samarang 1st Sept., Sugar.
—Lauis, Wegener & Co.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th
Sept.—Manila 2nd Sept., Ballast.—Am-
hold, Karberg & Co.
GOVERNOR, Russian ship, 1,627,
Nichols, 21st Aug.—New York 5th May,
Kerosine Oil.—Standard Oil Co.
HUTTON HALL, British ship, 1,989, Thurber,
5th Sept.—Tacoma 25th June, Flour.—
Order.
JOSEPHUS, American ship, 1,547, P. Gilkey,
30th Aug.—New York 21st April, Case
Oil.—Standard Oil Co.
RETRIEVER, British schooner, 95, Parker, 8th
Sept.—Honolulu 16th July, Ballast.—
Order.
SIMLA, British 4-masted bark, 2,087, Huestis,
25th Aug.—Cebu and Philippine Islands
22nd Aug., Ballast.—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th
Aug.—San Francisco 3rd June, Flour.—
Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 15th, 1899.
Alacriti, dispatch-vessel, 1,700 tons, 10-6 p.
q.f. guns, 3,000 i.h.p., Commander A. H.
Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,
Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 3,600 tons, Capt. E. H.
Boyle, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14
guns, 13,163 i.h.p., Captain Hon. S. C. J.
Colville, C.B., cruising.
Bonaventura, 2nd class cruiser, 4,360 tons, 18
guns, 9,000 i.h.p., Capt. R. H. J. Mont-
gomery, C.B., R.N., Hongkong.
Brish, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14
guns, 13,000 i.h.p., Captain R. J. Jellicoe,
cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,
Comdr. C. Winnington-Ingram, cruising.
Esk, coast defence gunboat, 363 tons, 3 guns,
200 i.h.p., Lieut.-Comdr. C. Chadwick,
Shanghai.
Fama, twin screw, torpedo-boat destroyer, 402
tons, 5,400 i.h.p., Lieut.-Com. R. Keyes,
cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns,
360 i.h.p., Hongkong.
Havock, twin screw, torpedo-boat destroyer,
400 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 250
tons, 6 guns, 3,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000
i.h.p., 18 guns, Capt. G. Callaghan, cruising.
Humber, storeship, 1,540 tons, 800 i.h.p., Com.
H. J. Davidson, Hongkong.
Iphigeneia, 2nd class cruiser, 3,600 tons, 8
guns, 7,000 i.h.p., Capt. H. N. Dudding,
cruising.
Linnus, gun-vessel, 756 tons, 2 heavy guns, 4
6-inch, 870 i.h.p., Commander W. W.
Boyd, cruising.

Orlando, British cruiser, 5,000 tons, Capt. J.
Burke, on route Japan.
Peachot, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. P. S. St. John,
Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,
Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut.-Comdr. S. V. V. De M.
Copper, Koochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000
i.h.p., Hon. H. Lambton, Hongkong.
Rattler, 1st class gunboat, 715 tons, 6 guns,
1,200 i.h.p., Lieut.-Com. The Hon. G. A.
Harding, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-inch, 870 i.h.p., Foochow.
Tamsui, 1st class cruiser, 4,600 tons, Comdr.
Powell, Hongkong.
Tenedos, coast defence gunboat, 363 tons, 3
guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 i.h.p., Capt. A. C. Clarke,
cruising.
Victorious, British battleship, 14,900 tons, 32
guns, 12,000 i.h.p., Captain A. Schomberg,
cruising.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer,
220 tons, 600 i.h.p., Lieut.-Comdr. E.
Kelly, cruising.
Wiener, coast defence ship, 2,750 tons, 4 guns,
1,000 i.h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35
36 3/4 and 38, first-class; and 3 second-class
boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G.
Cavallotti, Shanghai.
Kaiser, Russian ship, 4,064 tons, 8 guns, 4,064
tons, 9,000 i.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Macao.
Strenuous, Italian cruiser, 3,359 tons, Captain
Cantantini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser,
5,000 tons, twin screw, 35 guns, 9,500 h.p.,
Captain Moroz, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760
h.p., Captain Elksky, at Vladivostok.
Nabok, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1,150 h.p., Captain Boissan, at
Nagasaki.
Dmitri Donskoy, Russian armoured cruiser,
5,895 tons, twin screw, 34 guns, 7,000 h.p.,
Com. Witthoff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Serebren-
nikoff at Vladivostok.
Gremiatichy, Russian armoured cruiser, 1,492
tons, twin screw, 12 guns, 3,000 h.p., Capt.
Boukharoff at Port Arthur.
Korevitz, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Serebrennikoff, at Port
Arthur.
Krysser, Russian cruiser, 1,300 tons, 18 guns,
1,800 h.p., Capt. Zvinsky, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Kachafioff,
at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Teniche, at
Vladivostok.
Nagadach, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Port Arthur.
Odnay, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 3,000 h.p., Captain
Coppinoff, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36
guns, 8,000 h.p., Captain Virentin, at
Vladivostok.
Rosita, Russian armoured cruiser, 12,300 tons,
Capt. Donjoroff, at Port Arthur.
Rurik, Russian flag ship, 10,940 tons, armoured
twin screw cruiser, 1st class, 44 guns,
13,500 h.p., Capt. Group, at Port Arthur.
Silach, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Barronoff, at Vladivostok.
Sissel Veliky, Russian battleship, 10,000 tons,
10 guns, 8,500 i.h.p., Capt. C. Parenayo,
at Port Arthur.
Stevich, Russian gunboat, 950 tons, twin
screw 13 guns, 1,200 h.p., Capt. Astromoff,
at Port Arthur.
Vladimir Monach, Russian cruiser, 6,000
tons, Prince Gromychny, at Port Arthur.
Voroch, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Melchouky, at Vladivostok.
Vladimir, Russian torpedo boat, 400 tons,
13 guns, twin screw, 3,500 h.p., Capt. Rogulf,
at Vladivostok.
Yakov, Russian gunboat, 16 guns, 800 h.p., at
Vladivostok.
Zababka, Russian cruiser, 1,230 tons, 20 guns,
2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)
Borge, 1st class Russian torpedo boat, 81 tons,
1 guns, 2 torp tubes 1,100 h.p., speed 21
knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Suevborg, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp tubes 780 h.p., speed
19.7 knots.
(Let and 2nd class.)
Forel, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Janichich, Russian torpedo boat, 87 tons, 4
guns, 1,100 h.p., 19 knots.
Neben, Russian torpedo boat, 85 tons, 4 guns,
1,200 h.p., 22 knots.
Novorostok, Russian torpedo boat, 87 tons, 4
guns, 2,000 h.p., 22 knots.
Podoromsk, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Spotchna, Russian torpedo boat, 87 tons, 4 guns,
1,100 h.p., 19 knots.
Starlad, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungurt, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexeiev.
Flagship of Rear-Admiral F. V. Dubossioff.
Flagship of Rear-Admiral Reunoff.

THE FRENCH SQUADRON.

Aigle, French gunboat, 463 tons, 6 guns, 453
h.p., Captain Journot, at Saigon.
Rayard, French cruiser, 1,968 tons, 36 guns,
4,500 h.p., Capt. Jeannet, at Yokohama.
Reaumur, French cruiser, 1,246 tons, 14
guns, 895 h.p., Captain Ternet, at
Cheloa.
Brus, French cruiser, 4,750 tons, 16 guns,
8,800 h.p., at Saigon.
Comble, French gunboat, 473 tons, 6 guns, 531
h.p., Captain Simon, at Saigon.
Ducarles, French protected cruiser, 3,085 tons,
36 guns, 9,000 i.h.p., Captain Bernard, at
Nagasaki.
Eclairer, French cruiser, 1,608 tons, 15 guns,
2,408 h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 3,321 tons, 23 guns,
4,764 h.p., Capt. Delort, at Nagasaki.
Incarnat, French cruiser, 891 tons, 8 guns,
890 h.p., Capt. Le Bay, at Chemoi.

Jean Bart, French cruiser, 4,500 tons, 10 guns,
8,000 i.h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576
h.p., Capt. Ainet, at Shanghai.
Pascal, French protected cruiser, 3,085 tons,
36 guns, 9,000 i.h.p., Capt. de Bietre, at
Manila.
Pluvius, French dispatch-boat, 541 tons, 4
guns, 500 h.p., Comdr. Vidal, Bangkok.
Surprise, French gunboat, 627 tons, 10 guns,
860 i.h.p., at Saigon.
Triumphante, French armoured cr., 4,700 tons,
24 guns, 2,400 h.p., Capt. B. de Brotiel, at
Saigon.<